RAILROAD LINES.

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SCHEDULE IN EFFECT APRIL 24

Car,
Daily, except Sunday, for
Washington and points North,
Stops at Elba, Ashland, Doswell, Milford, Fredericksburg,
Brooke, and Widewater, Parlor-Car; also, connects with
Congressional Limited at
Washington

THE STORY OF A RECENT CRUISE IN FAR SOUTHERN WATERS.

Told by an Explorer Who Shipped as a Seaman on Board a Whaling Vessel-Some Observations Near the South Pole.

Borchgrevink's paper, read shortly after his return before the Royal Geographical ciety of Melbourne, and published in full by the Leader of that city:

Society of Melbourne, and published in full by the Leader of that city:

The Antarctic left Melbourne on September 20, 1804, and we dropped anchor at Hobart on October 2d. We left that harbor the following day. It was originally our intention to spend a few weeks in search of sperm-whales off the southwest cape of Tasmania. Not meeting with any, we sterred for Royal Company Island. On the 18th we had snow on board for the first time. It came in heavy squalis, and brought us a large specimen of diomeda exulans, or large sibatross, which took refuge until the weather cleared. At night it was moon-light, with a completely clear sky, and at 12 o'clock the Aurora Australis was visible for the first time. With white, shining clouds rolling from west toward east, it formed into a shining ellipse, with an elevation above the southern horizon of 25 degrees.

f 25 degrees.

The Antartic, being at the time at the unity of Macquairie Island, and thus a latitude of about \$4 degrees, the aurora eemed constantly to obtain its light orce from the west, and the intensity its light cloud culminated in strength very five minutes. After the lapse of but time it suddenly died out, to regain a fewer analysis of the strength of the is former magnificence and beauty du-ing the succeeding five minutes. Upon our primitive compasses I could discover title or no influence that night, and ne phenomenon lasted until 2 o'clock, then it was gradually lost in an increas-

as the swell was heavy, and as there was little probability that any material benefit would be the result of landing, we set out for Campbell Island on the 22d, and dropped our anchor in North Harbor on the eve of the 25th of October, shifting the following day down to Perseverance harbor, to fill our water-tanks and to make final preparations before proceeding south. Campbell Island shows from a great distance its volcanic origin and character, undulating ridges rising in numberless conic peaks from 200 to 2000 feet above the sea, level. Although the island seems desolate enough from the rea, the land around the base is rich in vecetation.

evember 6tb, in 58.14 latitude and on November 5th, in 58.11 initiate and 52.55 longitude, we righted an immense barrier of ice extending from forty to sixty miles from southeast to northwest, or, in fact, as far as the eye could reach, the highest point being somewhat over 500 feet. This barrier was of a dark grayish color, and at a distance much resembled land. Several leebergs, similar to those we had met before, were floating about in all directions, and were undoubtedly children of this enormous monster. dren of this enormous monster.

FIRST SEAL SHOT. By the time we reached 55 degrees the batross had left us, and likewise the albatross had left us, and likewise the Cape pigeon, but the white-belled storm-petrel still followed in our track. A lestris, with dark-brown head and white-bordered wines, and a small blue petrel put in an appearance. I longed to be able to secure one of these birds, but never had an opportunity. On December 7th we sighted the edge of the pack-ice and that our first soal, which was of the common gray kind, its skin being injured by several deep scratches. We had a very strong anowfall, and the vessel was for the first time covered in snow on very strong anowfall, and the vessel was for the first time covered in snow on feek and in the rigging. On December the latitude 62 degrees 45 minutes, longitude 11 degrees 30 minutes, large streams of fee were drifting around us, a strong les-blink appeared toward the south, and the presence of the elegant white bettel gave its unmistakable evidence than now we had before us those vast co-fields, into which Sir James Ross, fifty warrs ago on January 5, 1841, successcars ago, on January 5, 1841, success-ulty entered with his famous ships, the brebus and Terror. In the evening we lowly worked out way in between the the outer edge of the consisted of large and

owly worked of the outer edge of the ack-ice, which consisted of large and leavy hummocky ice.

Of marine animals, I saw multitudes of marine animals, I saw multidess Argonauta and Aanarctaca every-ters in the pack, usually found to swimming about in cavities in the floes, evidently seeking a refuge from ir enemies, the whales, that feed prin-

ed whales, or what in Nor-The large-finned whales, or what in Norway are called blue whales, were spouting in all directions; but not being fitted with the necessary appliances to kill these monsters, we had, after several unsuccessful attempt, to leave them alone. The white petrels were numerous here, and I secured some of them. The white-beilled petrel departed at the edge of the ack leaving the toy regions to its harder rethren, the black-bellied petrel. We hot several seals, but they were scat-ered. We seldom saw more than one two together, and never more than BALLANY ISLAND.

Sir James Ross noticed similar wounds in the seals, and it was supposed that hey had been inflicted by the large, rp tusks with which the son leopards are provided. My opinion is, however, that these scars must be traced back to an enemy of a different species than the seal. The wounds are not like ordian enemy of a different species than the seal. The wounds are not like ordinary cuts inflicted by a tusk or tooth. Varying from two to twenty inches in length, they are a straight, narrow shape, and, where several of these cuts were together on one animal, they were too far from each other to have possibly been produced by the numerous sharp teeth of a seal. The wounds went always far into the blubber, and sometimes right into the flesh. That this unknown and dratractive enemy of the seal in those vaters is of a superior and more dangerous kind. I conclude from the fact that the wounded seals never had scars about their head and neck, which undoubtedly would have been the case if the battles were fought among themselves. If my opinion holds good, it may serve as an explanation of the strange scarcity of the seals in regions where one would hink these animals should be found almost everywhere.

think theze animals should be found almost everywhere.

When we entered the pack the temperature of the air was 25 degrees, that of
the water 28 degrees, which latter temperature was kept up all through the
pack ice. Penguins were in great numbers on the ice floes, and we had no difficulty in killing them, although we had
many a hard race after them over the

many a hard race after them over the snow-covered ice floes, and many were the cold dips we got for their sake.

On the 14th we sighted Balleny Island, and found it, according to Ross, in latitude 60 degrees. 44 minutes, longitude 154 degrees. Several seals were shot during the day. The toe-floes grew gradually larger as we approached the land, and it was evident that the lee-packs now around us were for a great part disand it was evident that the lee-packs now around us were for a great part discharged from the glaciers of the Balleny, some of the floes carrying stone and earth with them. Although the higher part of the Balleny was covered with must, when we were near it, we got a good view of its lofty peaks, which rise to a height of 12,000 feet above the scalevel. The size and shape of the ice-packs about Balleny offered considerable danger to our vessel, aid many anxious hours did we spend there. Covered with several yards' deep snow on its comparatively small surface, above water, and running out into long, sharp points under water, in our battle with the elements they were to our battle with the elements they were to us monitors of a most destructive kind. Several of them struck our propeller, without injuring it seriously, but it is not likely that a vessel depending entirely on its sails would have been able to raist long in such ice. Even with steam, we felt how small and powerless.

told its tale about the previous long calm. As far as our eyes could reach, nothing but one immensy field of ice could be seen. During the afternoon an increasing seen. During the afternoon an increasing swell made our position unsafe, the huge ice masses rising and falling with the long, slow movements. The sudden shocks that the side of our vessel received, made her tremble from keel to crow's nest. On December 22d, in latitude 66 degrees 3 minutes, longitude 16 degrees 37 minutes, barometer at 22, I shot a wonderful seal of ordinary size and color, but without any signs of ears, and with a very thick neck. Not one of our experienced hands had ever seen this kind before.

(San Francisco Chronicle.)

Not many explorers have braved the perils that ite about the South Pole, though from the popular and scientific point of view it is a terra incognita as rich in interest as the long-dreamed-of horthern land, in which lies the earth's northern axial extremity. Lately, however, there has returned to Australia an Antartic expedition with much to tell the geographers and the scientists. The steamer that carried the expedition was the whaler Antarctic, and though she was hunting oil and bone she afforded the expedition many rare opportunities for investigation. The expedition, it may be added, consisted of one person, C. Eggeberg Borchgrevink, and he was obliged to ship on the whaler as an shie seaman. The following is a condensation of Mr. Borchgrevink's paper, read shortly alter his return before the Royal Geographical in the return before the Royal Geographical in of wind disturbed the surface of the sea.

The only sign of ice was a small piece in
the shape of a boat, on which four penguins leisurely appeared to be rejoicing,
like ourselves, over the splendid weather

like ourselves, over the spiendid weather and clear sky.

We steered for Cape Adare, on Victoria Land, which we sighted on January 16th. On the 18th, in latitude 71 degrees 45 minutes, itergitude 170 degrees 18 minutes, the temperature of the air was 32 degrees, and of the water 30 degrees; the sky was completely clear. At noon we stood toward a bay to the northwest of Cape Adare. The cape, which was in 71 degrees 22 minutes and 165 degrees 56 minutes, rises to a height of 2,779 feet, and consists of a large, square basaltic rock, with perpendicular sides. From there we saw the coast of Victoria Land, to the west and south, as far as the eye could reach. It rose from dark, bare rocks into peaks of perpetual ice and snow, 12,000 feet above the level of the sca, Mount Sabane above the rest, standing out shining in the rays of the midnight sun. Conic tops covered the plateaux and ran over in mighty slaciers. I counted as many as twenty glaciers in the close vicinity of the bay at Cape Adare. One of them seemed covered with lava, while a thick layer of snow appeared underneath, resting on another layer of lava, and that again on the billowy surface of the glacier. A volcanic peak, about 5,000 feet high, which was comparatively free from snow, had undoubtedly been in activity a short time before.

POSSESSION ISLAND.

At noon of the 18th we sighted Possession Island, with its peculiar contours and clear sky.

ree from snow, had undoubtedly been in activity a short time before.

POSSESSION ISLAND.

At noon of the 18th we sighted Possession Island, with its peculiar contours standing sharply against the bright sky. We effected a successful landing on the north island, pulling our boat up on the shors, and were at once furiously attacked by the penguins, which covered the very ground of the island in myriads, and seemed much annoyed by our intrusion on their premises. Their hoarse screams filled the air, and it was with considerable strain of my voice that on landing I addressed my countrymen in a few words, informing them that we were the second party to set foot on this island. Sir James Ross had preceded us, having fifty-four years ago landed here and planted the English flas. We gave three cheers for that great English navigator, and also for Captain Svendfoyn, who sent out this Antartic expedition.

Possession Island, situated in latitude 71 degrees 65 minutes, longitude 171 degrees 10 minutes, is remarkably free from snow. I judged this island of the group to be 200 to 250 acres in size. We gave it the name of Sir James Ross Island. On the 26th we steamed southward, and signted Coulman Island on the 21st, at midnight. Finding the eastern cape of this large island unnamed, we called it Cape Oscar, in honor of his Majesty our King, whose birthday it happened to be, Off Coulman Island we found great irregularities in our compases. Doubtless that island contains secrets of scientific value. On the 22d we were in initiade 74 degrees, south. No whales appearing, it was decided to head northward again.

On the 22d we were again at Cape Adare, and successfully effected a landing, being the first human creatures who ever set foot on the mainland. Our leading, peatly sloping down from the steep rocks of Cape Adare until it ran into the bay as a long flat beach, covered with bebles. This peeningula forms a com-

rocks of Cape Adare until it ran into the bay as a long, flat beach, covered with bebbles. This peninsula forms a com-plete break-water for the inner bay. The penguins were, if possible, even more nupenguins were, if possible, even more numerous here than on the Possession Islands. They were disocevered on the very cape as far up as 1,000 feet. They must often live without food for days, since it must take them two or three days to climb so far up the rocks. It is evident that in some way they can store food for use on these toilsome journeys. Here we found the same cryptogramic vegetation as on the Possession.

We now stood northward, and on the 28th, again encountered pack-ice, reach-

28th, again encountered pack-ice, reach ing clear water six days later in latitude 66 degrees, longitude 172 degrees 31 min On February 17th the aurora at peared stronger than I ever saw it in the north. It rose from the southwest stretching in a broad stream up toward the zenith and downward again to the castern horizon. Now it presented lons shining curtains, rising and falling i wonderful shapes and shades, sometime seemingly, close down to our masthead It evidently exerted considerable influence. on the magnetic needle of our com

We sighted Tasmania on March 4th, and entered Port Philip Heads on March 12th, five and a half months after our departre from Melbourne.



Shaving becomes a simple, pleasant feature of the toilet with the aid of Pine Blossom Soap. A medicated, antiseptic soap, it softens the skin, soothing and healing all irritation and preventing skin diseases. Arresting any incipient eruption and producing a clear, healthy complexion.

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The temperature at Balleny was found to be. In the air 34, water, 28, Finding the packs so impenetrable at this locastly. We office where the Erebus and Terror had been navigated so successfully. On December 18th we moored the Antarctic to a large floe of pan-cake ice, which PAINTS.

REPORT OF THE ACADÉMIE DE MÉDECINE OF FRANCE

# Apollinaris

"THE QUEEN OF TABLE WATERS."

THE RESULTS OF THE RECENT INVESTIGATIONS IN PARIS AND THE REPORT OF THE ACADÉMIE DE MEDECINE OF FRANCE HAVE PLACED APOLLINARIS WATER AT THE HEAD OF ALL THE WATERS EXAMINED FOR PURITY AND FREEDOM FROM DISEASE GERMS.

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[ap 21-8g-W&F]

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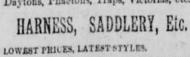
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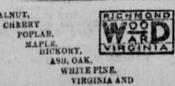


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(my 17-F.su&W)

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in the last two months, but we will continue to sell at old prices for the present. Do you study economy? If so, give us a call.

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Tan Button—Spring Heel, 4 to 8 75
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Owing to the cool weather, we have not been able to sell but a very small portion of our immense stock of Low-Cu Shoes, and in order to reduce the stock TRAINS LEAVE RICHMOND, VA.:

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The above goods are fresh from the well-known factories of Clack, Coimary & Co. and Alinut, Moody & Co., of Raitmore, whose reputations as manufacturers of the highest grade of Footwear must be a sufficient guarantee of the unsurpassed quality and up-to-date sivile of the goods we offer.
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CONDENSED SCHEDULE.

IN EFFECT MAY 12, 1895.

TRAINS LEAVE RICHMOND, VA.:

TRAINS ARRIVE AT RICHMOND

5:09 A. M., From Atlanta and Jackson-4:40 P. M., From Atlanta and Augusta, with

THE FAVORITE ROUTE NORTH.

LEAVE RICHMOND.

TRAIN No. 10, 8:10 P. M

A TLANTIC-COAST LINE,

SCHEDULE EFFECTIVE SUNDAY,

TRAINS ARRIVE RICHMOND.

3:40 A. M., From Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta, and Weidon. 6:40 A. M., Atlanta, Athens, and Raleigh, 8:25 A. M., Lynchburg and the West. 11:35 A. M., Norfolk, Suffolk, and Peters-

6:45 P. M., Jacksonville, Savannah, Charleston, Wilmington, Golds-boro', and Weldon. 7:00 P. M., Norfolk, Suffolk, Waverly, and Petersburg. 9:45 P. M., Lynchburg and the West. 9:46 A. M., Petersburg Sunday Accommodation.

9:60 A. M., dation.
7:36 P. M., Peteraburg Sunday Accommodation.
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7:00 A. M. Daily, for Washington and points North. Steps at Eiba and local stations. Pullman-

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ARRIVE BYRD-STREET STATION.
8:00 A. M. Daily, Stops at Widewater, Brooke, Fredericksburg, Miford, Doswell, and Ashland, and other stations Sundays, Sieeper, New York to Richmond. Sleeper, New York to Richmond.

2:45 P. M. Daily, except Sunday. Stops at local stations and Eiba. Parlor-Car from Washington.

6:52 P. M. Daily. Stops only at Fredericksburg. Doswell, and Ashisand. Pullman-Cars from New York and Washington.

12:25 A. M. Daily. Stops at principal local stations and Eiba. Sleeping-Car. Connects with Congressional Limited between New York and Washington.

FREDERICKSB'G ACCOMMODATION.

(Daily, except Sunday.)

4:00 P. M. Leaves Byrd-Street Station.

8:20 A. M. Arrives Byrd-Street Station.

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(Daily except Sunday.)

6:42 A. M. Leaves Eiba.

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6:40 A. M. Arrives Eiba.

6:40 P. M. Arrives Eiba.

6:41 P. M. Arrives Eiba.

6:42 P. M. Arrives Eiba.

6:43 P. M. Arrives Eiba.

6:44 P. M. Arrives Eiba.

6:45 P. M. Arrives Eiba.

6:46 P. M. Arrives Eiba.

6:47 P. M. Arrives Eiba.

6:48 P. M. Arrives Eiba.

6:49 P. M. Arrives Eiba.

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6:42 P. M. Arrives Eiba.

6:43 P. M. Arrives Eiba.

6:44 P. M. Arrives Eiba.

6:45 P. M. Arrives Eiba.

6:46 P. M. Arrives Eiba.

6:47 P. M. Arrives Eiba.

6:48 P. M. Arrives Eiba.

6:49 P. M. Arrives Eiba.

6:49 P. M. Arrives Eiba.

6:49 P. M. Arrives Eiba.

6:40 P. M. Arrives Eiba. 

No. 402, "Atlanta Special Vestibuled Limited Train," 6:40 A. M., daily. No. 78, Mail and Express, 6:45 P. M.,

CHESAPEAKE

MUTE OHIO RAILWAY

TRAINS LEAVE RICHMOND, BROADSTREET STATION.

\$:50 A. M. Daily, with Pullman, for Norfolk, Portsmouth, Old Point, Newport News, and local stations.

2:35 P. M. Daily, with Pullman for local stations, Newport News, Old Point, Norfolk, and Portsmouth, Norfolk, and Portsmouth. RAILWAY

local stations, Newport News, Old Point, Norfolk, and Portsmouth.

10:20 A. M. Local train, except Sunday, with chair-car, for Clifton Forge, Connects at Gordonsville for Washington, at Virginia Midland Junction for Lynchburg, at Basic for Hagerstown, and at Staumton for Lynchburg, at Basic for Hagerstown, and at Staumton for Winchester.

2:20 P. M. The Cincinnati and St. Louis Limited, daily, with Pullman to Cincinnati and St. Louis. Stops only at important stations. Connects daily at Covington for Virginia Hot Springs. Meals served on Dining-Cars.

No. 7. Local Train, except Sunday, Accommodation for Charlettesville.

10:20 P. M. Local Train, except Sunday, Accommodation for Charlettesville.

10:20 P. M. Daily, for Cincinnati, with F. F. V. Pullman to Hinton, and Gordonsville to Cincinnati and Louisville. Meals served on Dining-Cars. Connects at Covington, Va., daily, for Hot Springs.

TRAINS LEAVE EIGHTH-STREET

open for passengers at \$3.0 P.
M. A. FAST MAIL, daily, for Atlanta and points South, Connects at Moseley with Farmville and Powhatan railroad; at Keysville for Clarksville, Oxford, Henderson, and Durham, and at Greensboro' for Durham, Raleigh, and Winston-Salem. Carries sleepers New York to Atlanta and Montgomery, and from New York to Jacksonville, Parlor-Car Atlanta to Birmingham.

6:00 P. M., LOCAL, daily, except Sunday, for Amelia Courthouse and in-TRAINS LEAVE EIGHTH-STREET
Springs.

LEAVE EIGHTH-STREET
STATION.

9:00 A. M. Daily, for Lynchburg and Clifton Forge. Connects at Bremo, except Sunday, for Romey: at Lynchburg, daily, with Norfolk and Western and Southern Railway for Southwest and South: except Sunday for Lexington, and at W. Clifton Forge with main line for Cincinnatt.

5:00 P. M. Except Sunday, local accommo-

5:00 P. M. Except Sunday, local accommo dation for Columbia. dation for Columbia.

TRAINS ARRIVE AT RICHMOND,
BROAD-STREET STATION.
8:20 A. M. Daily, from Cheinnatt.
19:20 A. M. Daily, from Norfolk and Old from Cincinnati and 3:30 P. M. Da 6:50 P. M. Dal from Norfolk and Old 7:45 P. M. Except Sanday, from Clifton

TRAINS ARRIVE EIGHTH-STREET STATION.
8:20 A. M. Except Sunday, from Columbia 6:30 P. M. Daily, from Lynchburg, Lexington, Va., and Cliffon Forge, JOHN D. POTTS, my 17 Division Passenger Agent.

## Na. W Horfolk Wastern R.A.

TRAIN No. 10, 3:10 P. M.
LOCAL EXPRESS, daily, except Sunday, Stope at all stations. At Lester Manor connects with stage for Walkerton; a'so, at West Point with York-river steamers for Baltimore.

TRAIN No. 16, 4:45 P. M.
BALTIMORE LIMITED, daily, except Sunday. Close connection at West Point with steamer for Baltimore.

Steamers leave Baltimore at 5 P. M., and West Point 6 P. M., daily, except Sunday. SCHEDULE IN EFFECT MAY 12, 1823 LEAVE RICHMOND, BYRD-STREET STATION. SCHEDULE IN EFFECT MAY 12, 1822.
LEAVE RICHMOND, BYRD-STREET

9:59 A. M. Daily-Richmond and Nortolk
VESTIBULE LIMITED-AP
rive Norfolk 11:25 A. M. Stops
only at Petersburg, Waverly,
and Suffolk 13:25 A. M. Stops
tickets not accepted for passage on this train.

9:35 A. M. Daily "THE CHICAGO EXPRESS," for Lynchburg, Rosnoke, Bluefield, Pocanonias,
Kenova, Columbus, and Chicago, Puliman Buffet Steeper
Roanoke to Columbus without
change; also, for Radford,
pristol, Knoxytle, Chattanooga, and intermediate points.

7:13 P. M. Daily, for Norfolk, 8:7018,
and Intermediate static of Arrive Norfolk 19:25 P. M.

11:40 P. M. Daily, for Roanoke, Radford,
Pulhask, and Bristol, Connects at Roanoke with
Washington and Chattanoogs Limited, Pulman
Siespers Roanoke to Memphile
and New Orleans, Dinling-car
attached, Abo, for Bluefield
and New Orleans, Dinling-car
attached, Abo, for Bluefield
and New Orleans, Dinling-car
attached, Abo, for Bluefield
winston-Salem Division.

PULLMAN PALACE SIEEFFR between RICHMOND and LYNCHBURG
ready for occupancy at 9 P. M.; also,
Pullman Siesper Petersburg to Roanoke.

Trains arrive Richmond from Lynchburg and the West daily 6:90 A. M. and
8:25 P. M. From Norfolk and the East
11:95 A. M., and Vestibuled Limited, 7:50
P. M. From Norfolk and the East
19:55 A. M., and Vestibuled Limited, 7:50
P. M. Pullissenger Agent.

General Office: Roanoke, Va. my 12 Trains from West Point arrive at Rich Trains from West Point arrive at Richmond at 9:0 A. M., daily: 10:10 A. M. daily: except Sunday and Monday, and at 8:35 P. M., daily: except Sunday.

LOCAL MIXED, daily, except Sunday.

TRAIN No. 44, 6:20 A. M.

LOCAL MIXED, daily, except Sunday, leaves Twenty-third street for West Point and intermediate points.

Ticket-office at station, foot of Virginia street, Open from 8:00 A. M. to 6:00 P. M., and from 9:00 P. M. to 12:05 A. M.

J. M. CULP,

Traffic Manager,

General Pass, Ag't,

W. H. GREEN, General Superintendent,

N. J. O'BRIEN, Superintendent,

1. JOHN M. BEALL, Travelling Passenger Agent, 5:20 cast Main street, Richmond, Va.

MY 16

MAY 12, 1895. TRAINS LEAVE RICHMOND-UNION

TRAINS LEAVE RICHMOND—UNION DEPOT.

9:00 A. M., Arrives Petersburg 9:50 A. M., Norfolk 11:25 A. M. Stops only at Petersburg, Waverly, and Suffolk, Va.

9:05 A. M., Arrives Petersburg 9:50 A. M., Weldon II:48 A. M., Fayette-ville 4:20 P. M., Charleston II:33 P. M., Savannab 1:19 A. M., Jacksonville 7:90 A. M., Connects at Wilson with No. 47, arriving Goldsboro 3:05 P. M., Pullman Sieeper New York to Tampa.

DEPARTURE OF STEAMERS.

2:55 P. M. Local, arrives Petersburg 3:42 P. M. Makes all stops. 6:20 P. M., Arrives Petersburg 7:15 P. M., Norfolk 10:25 P. M. Makes all VIRGINIA NAVIGATION

COMPANY'S JAMES-RIVER

LINE to Norfolk Portsmouth, Old Point,
Newport News, Claremont, and Jamesriver landings, and connecting at Old
Point and Norfolk for Washington, Baitimore, and the North.

STEAMER POCAHONTAS LEAVES

MONDAY, WEDNESDAY, AND

FRIDAY AT 7 A. M.

Electric-cars direct to wharf, Fare only
1.59 and 51 to Norfolk, Portsmouth, Old
Point, and Newport News. Music by a
Grand Orchestrion.

Freight received daily for above-numed
places and all points in Eastern Virginia
and North Carolina.

RIVIN WEISIGER.

Superintendent; Notion Store 1. Store pa, Alken, Augusta, and Macon.

11:30 P. M., Arrives Petersburg 12:25 A. M., Burkeville 2:41 A. M., Lynchburg 4:35 A. M., Roanoke 6:65 A. M., Bearley 1:39 A. M., Pullman Sleeper Richmond to Lynchburg.

12:33 A. M., Arrives Petersburg 1:95 A. M., Weldon 2:50 A. M., Henderson 4:94 A. M., Ralegh 5:17 A. M., Elberton 2:94 P. M., Atlanta 3:99 P. M. Pullman Sleeper Wasnington to Atlanta.

7:25 A. M., Sunday Accommodation, Arrives Petersburg 8:18 A. M. Makes all stops.

4:40 P. M., Sunday Accommodation, Arrives Petersburg 5:28 P. M. Makes all stops.

EDWARD E BARNEY. General Offices: Planters' Bank build-my 12 OLD DOMINION

TRI-WREKLY LINE FOR NEW YORK.
Steamers leave Richmond Steamers leave Richmond
EVERY TURSDAY, WEDNESDAY AND FRIDAY at a o'clock P. M.
Manifest closed one hour before sailing

Manifest closed one hour before sailing time.

Steamers leave New York from Pier 28, North river, for Richmond every MON-DAY, and WEDNESDAY at 3 P. M., and SATURDAY at 4 P. M.

Passenser accommodation unsurpassed. Cabin fare to New York including meals and berth) via James river, Richmond, and Petersburg railroad, and Chesapeake and Chio railway.

Round-trip tickets, good for thirty days.

Round-trip tickets, good for thirty days.

Steerage fare, without subsistence... 500 Tickets on saie at Richmond Transfer Company's, 50, east Main sircet, Chesapeake and Ohlo, and Richmond and Petersburg depots, and at Company's office. 1301 cast Main street, where tickets to many popular northern watering-places and stummer resorts can be obtained. Baggage checked through.

Freight forwarded, and through bills of lading Issued for points beyond New York.

Freight received daily until 5 P. M.

Passengers leaving Kichmond on MON.

Freight received daily until 5 P. M.
Freight received daily until 5 P. M.
Fassengers leaving Richmond on MONDAYS, TULKSDAYS, WEDNESDAYS,
THURSDAYS, and SATURDAYS by the
Chesapeake and Ohio railway (via Newport News) at 525 P. M. and by the Richmond and Petersburg Railway Company
(same days) at 9 A. M., will make connection at Norfolk with steamer leaving nection at Norfolk with steamer leavit those days. GEO. W. ALLEN & CO., Agents, my 17 No. 1212 Main street.

PHILADELPHIA, RICH-MOND, AND NORFOLK STEAMSHIP COMPANY.

Appointed sailing days: Every TUES-DAY and FRIDAY at 1 P. M., and every SUNDAY at 5 A M.

Freight for Tuesday's and Friday's steamers received till sailing hour; for Sunday's steamer till 5 P. M. Saturday. Freight received daily until 5 P. M. Fare, S.

For further information apply to J. W. McCARRICK.

General Southern Agent; office. Recketts.

my 17 General Agent; Aprile & CO.,
my 17 General Agent; Philadelunia.